Amendments to the Claims:

This listing of claims will replace all prior versions, and listings, of claims in the application:

Listing of Claims:

Claim 1 (Currently amended): A dual mass clutch flywheel that is able to rotate about a main axis of rotation and comprises two masses and a torsional vibration damper, which is capable of damping rotary vibrations ~~by means of~~ using a ~~spring damper~~ spring-damper device acting between the two masses, with a spring system and a damper system, wherein, in a load-free condition, both masses are able to rotate in an idling position about the main axis of rotation, and in ~~the~~ a loaded condition are able to rotate against the spring-damper device about a main axis of rotation, offset by a relative angle to each other, wherein the spring system has springs which are guided by hold-down devices radially to the main axis of rotation, which devices are connected to each other by means of a fly ring, wherein the fly ring is freely able to follow the springs at least over a small relative idling angle around the idling position, ~~and~~

wherein the springs are freely mounted, at least in the region of the hold-down device, and wherein the spring system applies less than 20% of a maximum friction of the spring-damper device, compared to said damper system.

Claim 2 (Currently Amended): A dual mass clutch flywheel that is able to rotate about a main axis of rotation and comprises two masses and a torsional vibration damper, which is capable of damping rotary vibrations ~~by means of~~ using a ~~spring damper~~ spring-damper device acting between the two masses, with a spring system and a damper system, wherein, in a load-free condition, both masses are able to rotate in an idling position about the main axis of rotation, and in ~~the~~ a loaded condition are able to rotate against the spring-damper device about a main axis of rotation, offset by a relative angle to each other, wherein the spring system has rectilinear springs which are guided by hold-down devices radially to the main axis of rotation, which devices are connected to each other by means of a fly ring, wherein the fly ring is freely able to follow the springs at least over a small relative idling angle around the

idling position.

Claim 3 (Currently Amended): A dual mass clutch flywheel that is able to rotate about a main axis of rotation and comprises two masses and a torsional vibration damper, which is capable of damping rotary vibrations ~~by means of~~ using a ~~spring damper~~ spring-damper device acting between the two masses, with a spring system and a damper system, wherein, in a load-free condition, both masses are able to rotate in an idling position about the main axis of rotation, and in ~~the~~ a loaded condition are able to rotate against the spring-damper device about ~~a~~ the main axis of rotation, offset by a relative angle to each other, ~~characterised in that~~ wherein the spring system has springs ~~(127; 227; 727; 827)~~ which, under operating conditions, do not rub radially outwards against components ~~(125, 133; 225, 233; 725, 733; 825, 833)~~ performing movements relative to the springs ~~(127; 227; 727; 827)~~, wherein the spring system and the damper system of the spring-damper device are arranged on different radii of the main axis of rotation, and wherein the damper system is arranged radially outwards of the spring system.

Claim 4 (Currently Amended): The dual mass clutch flywheel according to ~~Claim~~ claim 1, wherein the spring system applies less than ~~20%, in particular less than~~ 10% of the maximum friction of the spring-damper device, compared to ~~a~~ said damper system ~~of the spring damper device~~.

Claim 5 (Currently Amended): The dual mass clutch flywheel according to claim 1, wherein the spring system ~~(121; 221; 421)~~ and the damper system ~~(123; 223; 423)~~ of the spring-damper device ~~(119; 219; 419)~~ are arranged on different radii of the main axis of rotation ~~(129; 229; 429)~~.

Claim 6 (Canceled).

Claim 7 (Currently Amended): The dual mass clutch flywheel according to claim 1, wherein plates ~~(125; 233)~~, which transmit torque from one of the two masses ~~(103; 205)~~ to ~~a~~ the spring-damper device ~~(119; 219)~~ and are of dual design, ~~consist~~ are made up of identical material with the same strength.

Claim 8 (Currently Amended): The dual mass clutch flywheel according to ~~Claim~~ claim 7, wherein both plates ~~(125; 233)~~ are symmetrical to each other.

Claim 9 (Currently Amended): The dual mass clutch flywheel according to claim 1, wherein a flying spring plate ~~(137;337) consists~~ is made up of identical material, with the same strength, to that of a primary side or secondary side plate ~~(133; 333)~~ which transmits torque from one of the two masses ~~(105)~~ to ~~a~~ the spring-damper device ~~(119)~~.

Claim 10 (Currently Amended): The dual mass clutch flywheel according to claim 1, wherein components on which the springs rest, but from which they are raised in the peripheral direction during a relative movement of the two masses of a dual mass clutch flywheel, expand in the direction of the springs on ~~their side~~ sides of the components lying radially outwards of the springs, ~~starting from the side lying on the springs,~~ so that

~~zthey~~ they are separated from the springs in the radially outward direction during ~~a~~ the relative movement of the two masses ~~on the side on which these components are raised from the springs~~.

Claim 11 (Currently Amended): The dual mass clutch flywheel according to ~~Claim~~ claim 10, wherein a saddle, on which the springs are able to rest, being guided radially stably, is provided ~~on the side of contact~~.

Claim 12 (Currently Amended): The dual mass clutch flywheel according to claim 1, wherein a primary side spring plate ~~(525) is designed as~~ comprises a membrane.

Claim 13 (Currently Amended): The dual mass clutch flywheel according to claim 1, wherein a component ~~(633)~~ of ~~the~~ a secondary mass ~~(605)~~ transmitting a torque in the direction of ~~the~~ a primary mass ~~(603)~~ is connected to ~~the~~ a secondary plate ~~(605) by means of~~ using a riveted joint ~~(635)~~ countersunk in the secondary plate ~~(605)~~.

Claim 14 (Currently Amended): The dual mass clutch flywheel according to claim ~~1~~ 13, wherein the secondary plate ~~(605)~~ is ~~only~~ machined on one side~~, preferably its side facing the primary mass (603)~~.

Claim 15 (Currently Amended): The dual mass clutch flywheel according to claim 1, wherein at least one plate ~~(425, 525)~~ transmitting a torque interacts frictionally and directly with a friction element ~~(443, 545)~~.

Claim 16 (Currently Amended): The dual mass clutch flywheel according to ~~Claim~~ claim 15, wherein the plate ~~(425, 625)~~ has a nonplanar frictional surface that varies in the axial direction in a peripheral region in which the friction element ~~(443, 545)~~ can be found.

Claim 17 (Currently Amended): The dual mass clutch flywheel according to claim 1, wherein the hold-down devices ~~(736, 836)~~ each engage in a spring ~~(727, 827)~~ and/or pass through it from

the inside.

Claim 18 (Currently Amended): The dual mass clutch flywheel according to claim 1, wherein ~~it comprises spring arrangements with a plurality of~~ the springs ~~(27, 27A)~~ are arranged in spring arrangements having~~, wherein the~~ inner springs ~~(27A)~~ are of bulbous design.

Claim 19 (Currently Amended): The dual mass clutch flywheel according to ~~Claim~~ claim 1, comprising a first friction device, which has at least one first frictional surface whose ~~normal vector has an axial component~~ height varies axially.

Claim 20 (Currently Amended): The dual mass clutch flywheel according to ~~Claim~~ claim 19, wherein the at least one first frictional surface is aligned essentially axially to a second frictional surface of a second friction device.

Claim 21 (Currently Amended): The dual mass clutch flywheel

according to ~~Claim~~ claim 1, comprising a friction device which has at least one nonplanar frictional surface ~~which varies~~ having dimensions varying peripherally in the axial direction.

Claim 22 (Currently Amended): The dual mass clutch flywheel according to claim 1, comprising a friction device which comprises at least two wedges ~~(31, 41)~~ which are secured to an axially circulating component~~, preferably on a pressure plate (44)~~.

Claim 23 (Currently Amended): The dual mass clutch flywheel according to claim 1, comprising a friction device which comprises friction wedges and/or friction ramps or friction ramp rings of ~~very naturally~~ stiff materials.

Claim 24 (Previously Presented): The dual mass clutch flywheel according to claim 1, comprising a friction device which comprises friction wedges and/or friction ramps or friction ramp rings of friction lining materials.

Claim 25 (Currently Amended): The dual mass clutch flywheel according to claim 1, comprising a friction device with a metal ramp ring ~~(52, 425, 525)~~.

Claim 26 (Previously Presented): A clutch with a clutch flywheel according to claim 1, and with a pressure plate and a friction disc that can be gripped by the pressure plate and the clutch flywheel.

Claim 27 (Canceled).

Claim 28 (Currently Amended): The method according to ~~Claim 27~~ claim 32, further comprising connecting ~~wherein the~~ two ~~mouldings~~ moldings of the plates ~~are connected~~ to each other mirror symmetrically.

Claim 29 (Canceled).

Claim 30 (Currently Amended): The method according to ~~Claim 27~~ claim 32, wherein the plurality of plates comprises a secondary plate ~~(615)~~, and the method further comprises re-machining the secondary plate after being cast~~, is~~ only ~~re-machined~~ on a side facing an engine or ~~the~~ a primary mass ~~(603)~~ of the two masses.

Claim 31 (Currently Amended): The method according to ~~Claim 27~~ claim 30, wherein when the secondary plate ~~(605)~~ is connected to a component of ~~the~~ a secondary mass ~~(605)~~ of the two masses facing an engine or the primary mass ~~(603)~~, the dimension required is obtained from a point on the secondary plate ~~(605)~~ facing the engine or primary mass ~~(603)~~.

Claim 32 (New): A method for manufacturing a dual mass clutch flywheel comprising the steps of:

(a) providing one steel plate; and

(b) manufacturing from the one steel plate a plurality of plates of dual design for transmitting torque from one of two masses to a spring-damper device.

Claim 33 (New): A method for manufacturing a dual mass clutch flywheel comprising the steps of:

(a) providing a steel plate; and

(b) manufacturing from an identical region of the steel plate a flying spring plate and a primary side or secondary side plate for transmitting torque from one of two masses to a spring-damper device;

wherein the flying spring plate is made up of identical material, with the same strength, to that of the primary side or secondary side plate which transmits torque from one of the two masses to the spring-damper device.